



Foods! What and Where to Buy—How to Cook and Serve



RIVERBED OWNERS MAY GET RELIEF

Harrell Has Bill to Validate Claims Made Prior to October 1, 1919

ELIMINATES BUYERS

Includes Only Those Who Began Red River Development in Good Faith

Special to The World.

WASHINGTON, July 14.—Legislation for the relief of owners of lands on the Red River was introduced in the Senate today by Senator Harrell of Oklahoma. The bill, which is known as the Harrell bill, is designed to validate claims made prior to October 1, 1919, and to eliminate buyers who did not begin development in good faith.

The bill, which is said to have the approval of Secretary of Interior Harrell, has not been studied by Senator Harrell who is expected to introduce it in the near future. The bill is said to be a measure to validate claims made prior to October 1, 1919, and to eliminate buyers who did not begin development in good faith.

The measure authorizes the secretary of interior to consider and adjust claims to the land and the oil and gas deposits situated south of the medial line of the main channel of the Red River, claimed prior to October 1, 1919, on the basis of expenditures made in good faith for the discovery or development of oil and gas. The secretary would be authorized to issue permits to lease to those whose claims are found to be equitable.

Permits or leases would be issued under the bill as nearly as practicable in blocks, units, with a provision that no person shall be entitled to more than 160 acres in a given producing area.

Each lease would be required to pay to the federal government an amount equal to the value, at the time of production, of one-eighth royalty both for oil and gas produced in the past and that which is produced in the future.

The leases would be granted under the provisions of the leasing act, passed February 25, 1920, upon approval of the bill the secretary of interior would be authorized to take over and operate existing wells pending final adjustment.

The bill applies only to men who spent money in actual development work and not to those who purchased placer mining claims.

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ing with an intervening record. Hooper continued, would give time for negotiations.

"After a full discussion," Hooper's statement said, "it was conclusively evident that the differences were fundamental."

One organization, the stationary firemen, engineers and others, however, announced its intention to join the walkout of shopmen July 17 when Timothy Healy, international president, sent out a strike call affecting about eight thousand men. At Toledo, Ohio, 180 baggage handlers, truckers and laborers at the union station quit work.

More troops were ordered out today to protect railroad property and employees. Buildings were sent to Poplar Bluff, Mo., where troops already there and Governor Dyer of Ohio ordered troops mobilized for possible use in connection with the coal and rail strikes.

ARMY OFFICERS MAKE SURVEY AT DENISON.

SAN ANTONIO, Texas, July 14.—Acting on orders from Washington, Col. C. S. Lincoln, assistant chief of staff of the Eighth corps area and Capt. Charles L. Baite, aide, left tonight for Denison, Texas, to investigate the railroad strike situation.

Any further military action will await their report. It was stated tonight by Col. A. E. Saxton, adjutant of the corps area, Maj. Gen. John L. Hines, commander of the Eighth corps area, said tonight that rumors of a troop movement to Denison within 48 hours were without any foundation. A report from Colonel

Lincoln is expected late tomorrow should the report indicate the need for a more thorough investigation of special action, the appropriate steps will be taken, Colonel Saxton said.

DENISON, Texas, July 14.—Adj. Gen. Thomas Horton of the Texas National guard and Tom Higginson, captain of the Texas Rangers, arrived here tonight to make a survey of the situation at the request of Gov. Pat M. Neff.

General Horton and Captain Higginson held a conference tonight with local officials of the Missouri, Kansas & Texas railroad and labor union will meet with officers of the railroad labor union. A parade of all union men is scheduled for tomorrow morning.

DENISON, Texas, July 14.—"No strike breakers will be brought into Denison and no attempt will be made to open the shops here," said a representative of the strikers. The strikers have been provided by the state a federal government. W. M. Whitenton, assistant chief operating officer of the M. & T. railroad, investigating the strike situation here, stated tonight, "Whitenton said protection is not being provided by the city or county at the present time."

Whitenton denied that any of the alleged strike breakers reported to have been seized by strikers were brought in by the railroad company. "It is not safe to attempt to bring in workers at the present," he said. "The company will not endanger the lives of its employees, which would result under present conditions. When we have assurance that workers can be imported without disturbance from union men and their followers, action will be taken to reopen the shops."

The strike situation here tonight was more unsettled than at any time since the clash between union and alleged strike breakers Wednesday morning. "Official reports are current that federal troops will be sent to Denison within 48 hours," Railroad and local officials would not comment on the report tonight.

WASHINGTON, July 14.—While opinion as to the outcome of the railroad strike was reflected at the White House today, there was no evidence that the administration intends to keep a firm grip on the situation and that every force at the command of the government will be utilized to insure maintenance of necessary interstate transportation.

Members of the cabinet who met with President Harding in the cabinet room today, including the secretary of the United States railroad labor board to find a solution to the problem. The meeting was understood to have been devoted largely to discussion of the rail and coal strikes and to the administration's attitude in the event of certain contingencies.

U. S. May Draft Workers. The president was said to hold the view that should government operation of the carriers become necessary it would not abridge the liberty of railroad workers to be drafted for service in the positions in which they have had experience.

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